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COUNTRY Czechoslovakia REPORT NO. _____

TOPIC BRNO Airfield

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONTENT [REDACTED] 25X1A

DATE OBTAINED [REDACTED] DATE PREPARED 13 February 1950

REFERENCES _____

PAGES 1 ENCLOSURES (NO. & TYPE) _____

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1. Some of the barracks buildings of the BRNO (P 50/N 40) airfield were lighted on 9 December 1949. The field was guarded by sentries and patrols.
2. The weather was dull and there was no flying at the field between 7 a.m. and 12:30 p.m. on 10 December 1949. A bus occupied by 35 air force officers arrived at the barracks building about 8 p.m. Two hangars, each about 40 x 250 x 500 feet, were southwest of the BRNO-VYSKOV (P 50/N 71) railroad line. A third hangar of the same size was under construction. Beside this was a 160-foot square tent airshed, in front of which a single-engine high-wing monoplane with the marking OK was parked. A twin-engine low-wing monoplane painted green was parked in the aircraft revetments along the railroad line. In the area of the field buildings there were several ditches (with cable reels nearby) on which civilian laborers were working. Among other personnel, air-SNB members wearing air force uniforms with a wide red stripe around their caps were frequently observed in the field area. The airfield was not fenced-in.

25X1A Comment:

It has so far been assumed that two fighter regiments (Training Squadron No 3, a signal communication company and Air Force Base No 3 of the Third Air Division) were stationed at the field. The report does not indicate whether the units are still located there. The aircraft assigned to the fighter units were possibly parked in the two hangars. [REDACTED]

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

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